



		NTSB ID: DCA06MA009		Aircraft Registration Number: N471WN	
		Occurrence Date: 12/08/2005		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Chicago	State IL	Zip Code 60638	Local Time 1915	Time Zone CST	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-700		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>The Safety Board's full report is available at http://www.nts.gov/publictn/publictn.htm. The Aircraft Accident Brief number is NTSB/AAR-07/06.</p> <p>On December 8, 2005, about 1914 central standard time, Southwest Airlines (SWA) flight 1248, a Boeing 737-7H4, N471WN, ran off the departure end of runway 31 center (31C) after landing at Chicago Midway Airport (MDW), Chicago, Illinois. The airplane rolled through a blast fence, and airport perimeter fence, and onto an adjacent roadway, where it struck an automobile before coming to a stop. A child in the automobile was killed, one automobile occupant received serious injuries, and three other automobile occupants received minor injuries. Eighteen of the 103 airplane occupants (88 passengers, 3 flight attendants, and 2 pilots) received minor injuries, and the airplane was substantially damaged. The airplane was being operated under the provisions of 14 Code of Federal Regulations (CFR) Part 121 and had departed from Baltimore/Washington International Thurgood Marshall Airport (BWI), Baltimore, Maryland, about 1758 eastern standard time. Instrument meteorological conditions prevailed at the time of the accident flight, which operated on an instrument flight rules flight plan.</p> <p>According to the CVR transcript, when the pilots contacted the MDW Air Traffic control Tower (ATCT) at 1909:53.7, controllers advised them to "continue for [runway] 31C the winds zero nine zero at nine, brakin' action reported good for the first half, poor for the second half." About 1912:28, the first officer received a landing clearance from the ATCT. Flight data recorder (FDR) data indicated that the airplane was aligned on the runway centerline as it touched down at an airspeed of about 124 knots. The speed brakes deployed and the brake pressure increased within about 1 second. Both pilots described the touchdown as "firm." The captain stated that he tried to deploy the thrust reversers immediately after touchdown but had difficulty moving the thrust reverser levers to the reverse thrust position. He further stated that he felt the antiskid system cycle after the airplane touched down but then felt it stop cycling and that the airplane seemed to accelerate. He said that he subsequently applied the wheel brakes manually but made no further effort to activate the thrust reversers. He told investigators that he believed that the use of the autobrake system distracted his attention from the thrust reversers after his initial attempt to deploy them.</p> <p>The first officer said that, when he sensed a decrease in the airplane's deceleration during the landing sequence, he exclaimed, "brakes, brakes, brakes," and manually applied the brakes. He stated that he then looked at the throttle console and saw that the thrust reverse levers were still in the stowed position. The first officer moved the captain's hand away from the thrust reverser levers and, about 15 seconds after touchdown, initiated deployment of the thrust reversers to the maximum reverse setting. FDR evidence confirmed the systems functions described by the</p>					
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Narrative (Continued)		
<p>pilots and indicated that full thrust reverser deployment occurred about 18 seconds after touchdown.</p> <p>The first officer stated that, after the airplane came to a rest, he performed the emergency evacuation checklist while the captain checked on the passengers in the cabin. The passengers evacuated through the forward left and the right rear cabin doors.</p>		
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Landing Facility/Approach Information					
Airport Name Midway Airport	Airport ID: MDW	Airport Elevation 620 Ft. MSL	Runway Used 31C	Runway Length 6522	Runway Width 150
Runway Surface Type: Concrete					
Runway Surface Condition: Snow					
Approach/Arrival Flown: ILS					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 737-700		Serial Number 32471	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 137	Certified Max Gross Wt.	154500 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: CFM International	Model/Series: 56-7B24	Rated Power: 24000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 11/2006	Time Since Last Inspection 168 Hours	Airframe Total Time 5273 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner SOUTHWEST AIRLINES CO		Street Address 2702 Love Field Drive			
		City Dallas	State TX	Zip Code 75235	
Operator of Aircraft SOUTHWEST AIRLINES CO		Street Address			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code: SWAA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					
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First Pilot Information										
Name			City		State					
Date of Birth			Age							
			59							
Sex: M	Seat Occupied: Left		Occupational Pilot?		Certificate Number:					
Certificate(s): Airline Transport										
Airplane Rating(s): Multi-engine Land										
Rotorcraft/Glider/LTA:										
Instrument Rating(s): Airplane										
Instructor Rating(s): None										
Current Biennial Flight Review? 07/2007										
Medical Cert.: Class 1		Medical Cert. Status: With Waivers/Limitations		Date of Last Medical Exam: 09/2005						
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	8500	6000								
Pilot In Command(PIC)		4000								
Instructor										
Instruction Received										
Last 90 Days	243	243		243						
Last 30 Days	83	83		83						
Last 24 Hours	2	2		2						
Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? Yes			
Flight Plan/Itinerary										
Type of Flight Plan Filed: IFR										
Departure Point					State	Airport Identifier		Departure Time		Time Zone
Baltimore					MD	BWI		1758		EST
Destination					State	Airport Identifier				
Same as Accident/Incident Location						MDW				
Type of Clearance: IFR										
Type of Airspace:										
Weather Information										
Source of Wx Information:										
National Weather Service										

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MDW	1915	CST	Ft. MSL	1 NM	Deg. Mag.
Sky/Lowest Cloud Condition: Partial Obscuration				Ft. AGL	Condition of Light: Night
Lowest Ceiling: Obscured			Ft. AGL	Visibility: SM	Altimeter: 30.06 "Hg
Temperature: -4 °C		Dew Point: -5 °C		Weather Conditions at Accident Site: Instrument Conditions	
Wind Direction: 110		Wind Speed: 7		Wind Gusts:	
Visibility (RVR): 300 Ft.		Visibility (RVV) SM			
Precip and/or Obscuration: Moderate - Showers - Snow					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot				1	1	
Second Pilot				1	1	
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants				3	3	
Other Crew						
Passengers			18	80	98	
- TOTAL ABOARD -			18	85	103	
Other Ground	1	1	3		5	
- GRAND TOTAL -	1	1	21	85	108	

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Administrative Information		
Investigator-In-Charge (IIC) Robert Benzon		
Additional Persons Participating in This Accident/Incident Investigation: Tony F James ASF-100, Federal Aviation Administration Washington, DC		
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